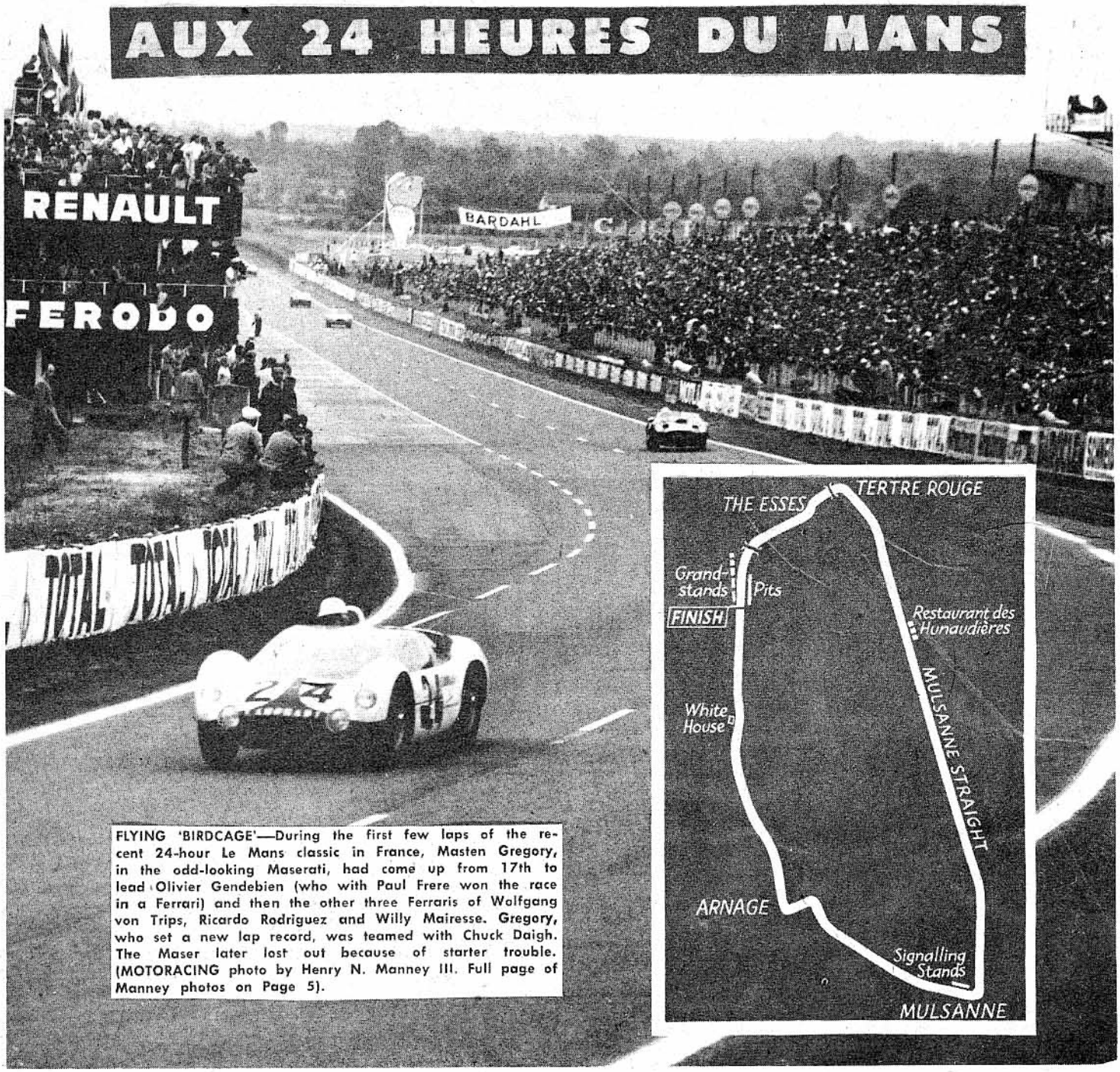
MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 19 Culver City, Calif. July 22-29, 1960
(Published bi-weekly except last issue of calendar year) 25c

AUX 24 HEURES DU MANS



FLYING 'BIRDCAGE'—During the first few laps of the recent 24-hour Le Mans classic in France, Masten Gregory, in the odd-looking Maserati, had come up from 17th to lead Olivier Gendebien (who with Paul Frere won the race in a Ferrari) and then the other three Ferraris of Wolfgang von Trips, Ricardo Rodriguez and Willy Mairesse. Gregory, who set a new lap record, was teamed with Chuck Daigh. The Maser later lost out because of starter trouble. (MOTORACING photo by Henry N. Manney III. Full page of Manney photos on Page 5).

HOLBERT PORSCHE CDR WINNER

(Photo—Page 3)

CASTLE ROCK, Colo. July 17—Bob Holbert took another grip on his reputation as "Mr. RSK" at Continental Divide Raceways in the Sports Car Club of America national championship races.

Holbert was never headed in a 40 lap tour of the 2.8-mile CDR track as he took the measure of regional champion Bobby Donner and Charlie Lyon, both of whom also were seated in Porsches.

Holbert, from Warrington, Pa., national SCCA point leader for class E modified cars, moved his RSK into first place right from the grid. He was pressed throughout by Bobby Donner, Colorado Springs, Colo., Porsche expert who dominated the field at CDR until this year. Lyon, who finished third after a hard struggle to close the leaders, won the season's first event at CDR on May 31 in his Porsche.

Holbert turned in a time of 1 hour, 29 minutes, 37.9 seconds for the 40 laps-112 miles-the longest race ever run at the Sid Langsam course near Denver. Donner was timed at 1 hour, 30 minutes and 4.6 seconds. Third went to Lyon at 1 hour, 30 minutes, 20 seconds.

Holbert averaged 74.99 mph. for the 112 miles, with Donner getting an average of 74.66 and Lyon showing 74.38 mph. over the 40 laps.

The race started with a donnybrook from the grid that saw enough action to excite the 7,746 fans who watched the field take off with a roar at flagman Jim Colvin's signal. Jim Hall, in his 5.7 liter Maserati, was off the

(Continued on Page 3)

Continental Divide Race Chart

SPORTS CAR CLUB OF AMERICA NATIONAL CHAMPIONSHIP RACES
CONTINENTAL DIVIDE RACEWAYS - CASTLE ROCK, COLO. JULY 16-17, 1960
COURSE - 2.8 MILES

Modified B, C, D, E, F - 40 laps (112 miles). Fastest lap speed - Lyon, 2:11.0

POS.	DRIVER	CAR	TOTAL TIME	AVG. MPH
1	Bob Holbert	Porsche RSK	1 29:37.9	74.99
2	Bob Donner	Porsche RSK	1:30:04.6	74.66
3	Charlie Lyon	Porsche RS	1:30:20.0	74.38
4	Ed Hauserman	Porsche RS		
5	Don Ives	Porsche RSK		
6	Dr. Bob Paul	Porsche RS		
7	Tom Newcomer	Lotus MK-XI		
8	Chuck Frederick	Allard - Chrysler		
9	Jim Eichhorn	Devin VW Special		
10	Dusty Jackett	Porsche Special		

CLASS WINNERS - C Modified: Chuck Frederick; G Modified: Tom Newcomer; E Modified: Bob Holbert; F Modfied: Charlie Lyon.

Pros Race At Elkhart Lake

ELKHART LAKE, Wis. — Listed by the FIA as a national event with foreign participation, the US AC pro sports car races here at Road America July 30-31 will have a $15,750 minimum purse, including $4,750 in accessory and $2,500 in lap prize money. Amateurs vie only for trophies.

Main event will be a 50-lap, 200-mile Grand Prix Sunday Afternoon. There will be a 60-mile consolation, and Saturday a 100-mile F Jr. race.

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Schissler New Riverside Mgr.

Paul Schissler, sports promoter and concessionaire at Riverside Intl. Raceway, last week was named general manager and vice-president of the sprawling 520-acre, 3.2-mile circuit.

He said plans call for building a near duplicate of the Indy Speedway for a 500-mile big-car race. This would not affect the road course.

Schissler recently resigned as special events director for the LA Times.

BOTCHED START—The Grand Prix de France saw the start turned into a fiasco as you can well see here. Graham Hill, BRM (12), is sideways after being hit by Lucien Bianchi (not visible) as Maurice Trintignant (18), to the left of Hill, looks for damage, too. The race, as reported in last issue of MOTORACING, was won by Jack Brabham in Cooper. (MOTORACING photo by Henry N. Manney III, whose follow-up story is on page 4).

Vignettes

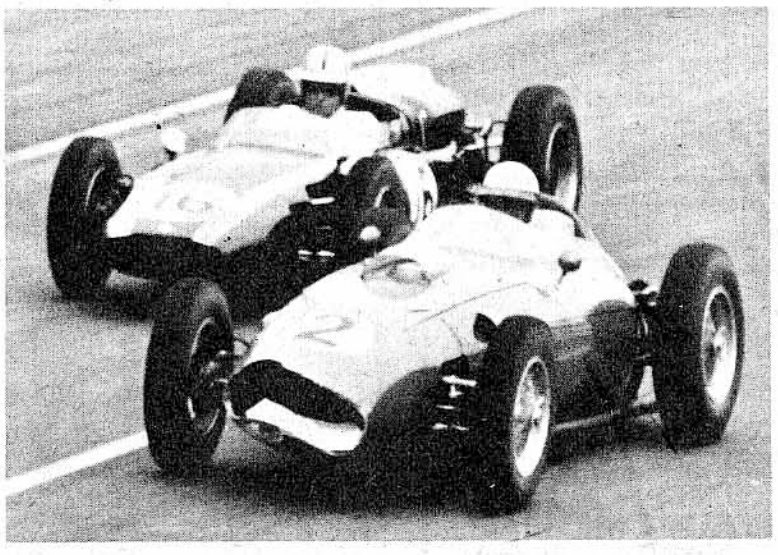
By Gus V. Vignolle

- SCARABS LEAVE
- MANNEY WRITES
- THE OL' SHAFT

THIS CORNER is curious as to what **Lance Reventlow** will have to say about the European Grand Prix whirl now that he has returned after the fizzle of the Formula 1 Scarabs.

Since **Brabham** and the Coopers have become such an overwhelmingly potent and walkaway force in Grand Prix racing, everybody was hoping the new Scarabs would prove out and inject new

(Continued on Page 3)



IN FRENCH GP, Jack Brabham, led here slightly by Phil Hill, gives the Santa Monica, Calif., Ferrari driver a dark look. Hill had bumped him at Thillois. (MOTORACING photo by Henry N. Manney III).

Grand Prix of Britain

4th Straight For Brabham

Special to MOTORACING

SILVERSTONE, England, July 16—Currently the hottest driver, Jack Brabham, the world champion from Australia, won his fourth straight Grand Prix—the British GP—to snap his tie with teammate Bruce McLaren and take undisputed first place in the 1960 world championship driving standing. He leads McLaren, 32 to 27.

Brabham averaged 108.69mph for the 225-mile race on an airfield circuit. He drove a factory

(Continued on Page 4)

Carlisles Triumph

FRENCH LICK, Ind., July 10—Bill and Jo Ann Carlistle, Wilmette, Ill., today won the Southern Illinois Region SCCA national rally, a 500-mile affair, with a fantastic 22-point error. They were in a VW Karmann Ghia. The win came on

(Continued on Page 6)

Letters to Motoracing

Dick Todd on Roll Bars

Dear Gus:

Well, here's your reply to the Roll Bar situation.

Both clubs are very negligent in passing perhaps 30% of the cars that run in a two-day meet. I have turned down roll-bar installations, only to be overruled by someone. I have prayed while the car was on the course that nothing happend.

I agree with you whole-heartedly that a roll bar should be helmet height or higher. I happened to be the one who passd Sam Weiss's car for Vaca.

Granted the bar was too low. A roll bar is only as strong as its mounting. You can't, in the case of the Monaco and "Birdcage," do much with the maze of spaghetti they are made of. They would make a fine ball of string if thy did come unglued, wouldn't they? The only solution would be to beef the cockpit section and make it an envelope around the driver.

Getting back to roll bar specs, neither club can put down on paper specifications to be adhered to with no deviation whatsoever. The insurance companies couldn't stand the gaff, in case something did happen and the installation was to certain club specifications. I don't like this anymore than you do, but what's to be done?

As I said in my second article, one club has recommended specifications and the other none as yet. These recommended specifications state:

1. Material - 4130 normalized steel
2. Supporting member - At an angle of 45 degrees (plus or minus 10 degrees) to frame or upright
3. Minimum tube size - 3" O.D. (except for cars with space frames), then the tube should be of equal diameter and wall thickness to the supporting member to which it s attached.
4. Height above frame - 30" minimum - 50" maximum.
5. Top of roll bar - within 2" (plus or minus 1") of driver's helmet.
6. Welding - Electric arc preferred - gas acceptable.
7. Minimum bolt size - 3/8" hex head aircraft type, with lock-washers on nuts.

They also have graphs for load determinations and tube size determination. Some of these things I agree with, others not. I never did like a lock washer on nuts, rather flat washer with aircraft stop nut or castellated and keyed. Also the type material and tube size specifications are overstressed using their graph.

I still believe low carbon (mild) steel tubing to be the best for all types of roll bar construction, and it should be a PERMANENT INSTALLATION! A roll bar is not meant to be a thing of beauty to be decked in pink lace or chrome plated, but rather a protective measure for the driver.

SCCA-SF has started in the right direction with their letter to the driver-members for head height roll bar and the fore and aft bracing to intersect at a point not less than two-thirds of the height of the bar from the mounting base. I'd like to change that too. It should intersect at a point not less than 5" from the top of the roll bar.

This so-called amateur rat race, is more professional than anyone realizes. Someone is going to have to do something or the sport will soon die.

Right now it's dying a slow death with so many races in too short a time. I believe in less racing and MORE training for the drivers, starting in a school room with safety as the first subject. A race car is a race car, whether it's a tiny Berkeley or a Sherman Tank. You are racing and it is set up for this type racing. Respect this machine, by taking all the safety precautions you can to make not only yourself but also your machine as safe as possible on the course.

I have worked for some time with both clubs and see some good in both. I also, in turn, see quite a lot of bad. When I was head of tech for LA-SCCA, I said to hell with Westport and the Snell Foundation. If a driver buys a helmet for his protection, respect his judgement in his selection and don't say "No, you can't wear that in our events." Since then, in watching Lindley Bothwell's veteran cars run a few 3-lap events, I noted only two Snell-approved helmets used. Some were metal. This was sometime ago and I asked why. His reply was, "Some of these cars are chain driven". I believe he and the other drivers of the veteran cars are under the same insurance coverage. Why insist on the Formula III drivers wearing Snell approved helmets? They are also chain-driven.

Both clubs change their rules to fit the situation at the time. I think the car you saw at Laguna might just be a Lotus Elite. Here again is the question - Does the car have a built-in roll bar? In the above-mentioned Recommended Roll Bar Specifications, it states: Cars in the Sports, Unrestricted and Formula III categories delivered with factory-designed and installed integral roll bar/head rest combinations are considered satisfacotry until proven otherwise.

I'm not changing my stand on safety, I'm trying to also see the other side of the story and I'm learning things every race. I have my own safety rules on paper and will not change them for anyone, but I need to have some backing by the persons concerned.

Yes, I saw pictures of the Lotus Elite at Sebring. I also saw one of the cars flip three or four times at Pomona. I inspected the car when it was brought into the pits. It help up fairly well under the whole cruise of rolling.

Another question, how the hell can you install a roll bar in an Elite? I've only seen one very good roll bar in the American Plastic Car (Corvette). This was engineered and designed and built by the driver himself, and proven by the driver at Riverside. The car was totalled, but none of the roll bar structure was bent or gave in the least. This car also had a 2" friction type belt installed and held wonderfully (Thank God!). I wish I'd taken a picture of the design.

Another question - Seat belts are checked by both organizations on the starting grid before a race to see that they are fastened. Now - nowhere have I read that the seat belt has to be fastened during competition. I wonder how many people, spectators, pit or course personnel, have wondered why certain drivers weren't black flagged. I, myself, would like to see just how quick you could get back into a seat belt in one lap.

I repeat - A roll bar is only as good as its mounting and a good roll bar, unless you incorporate the seat belt and proper fastenings, is of no use whatsoever.

DICK TODD
Pomona, California
(Continued on Page 7)

MOTOR RACING AND ECONOMY CAR NEWS
P.O. BOX 1127 CULVER CITY, CALIFORNIA
Published Bi-weekly, except last issue of calendar year by V. & P., Inc.
3862 Westwood Blvd.
Culver City, Calif.
HOllywood 9-3594

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8 or phone AX. 2-0287.

Gus V. Vignolle ..... Editor & Publisher
Geri Fleming ..... Advt. Mgr.
June Vignolle ..... Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127
Culver City, Calif.
YEARLY SUBSCRIPTION RATES
Domestic $3 — Foreign $4
Entered as second class matter at Culver City, Calif.

Manuscripts, photos or artwork, submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

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Pacific Coast Race Standings

BY ERIC HAUSER

A driver earns one point for every car he beats in his own class or in a faster class. No points are awarded for beating a car which fails to finish the race. In the main event and also in women's competition, points are awarded strictly on an overall basis.

I have started keeping points on Formula Junior cars beginning with Santa Barbara. A driver earns one point for beating any other formula car, regardless of category, and one point for beating a class G modified sports car.

Races scored for Formula Junior cars are Santa Barbara, Laguna Seca, Pomona, Santa Maria and the July Vaca Valley races.

FORMULA JUNIOR

1.	Jack Flaherty	BMC	63
2.	Jay Chamberlain	Lotus	42
3.	Tom Handley	Stanguellini	24
4.	Bob Bondurant	Elva-BMC	23
5.	Jim Parkinson	Gemini	21

MAIN EVENT

1.	Bob Drake	Maserati	187
2.	Max Balchowsky Old Yeller II		114
3.	Dick Morgensen	Ferrari	101
4.	Jim Connor	Maserati	98
5.	Don Hulette	Chev. Spl.	79
6.	Jim Chaffee	Chev. Sul.	72
7.	Mike Roetner	Ferrari	71

CLASS E MODIFIED

1.	Ken Miles	Porsche RS-60	86
2.	Scooter Patrick	Porsche Spl.	47
3.	Jack McAfee	Porsche RSK	36
4.	Sam Weiss	Cooper	34
5.	Chuck Parsons	Lotus-Ferrari	30

CLASS F MODIFIED

1.	D. D. Michelmore	Porsche RS	101
2.	Don Wester	Porsche RS	68
3.	Jay Chamberlain	Lotus	64
4.	Lew Florence	Lotus	53
5.	Emil Pardee	Porsche RS	44
6.	Ralph Ormsbee	Lotus	34

CLASS G MODIFIED

1.	Kurt Neumann	Lotus	106
2.	Art Snyder	Lotus	102
3.	Frank Monise	Lotus	97
4.	Art O'Connor	Lola	85
5.	R. Cowherd	Lotus	68
6.	Don Maslin	Lotus	50
7.	Strother Jones	Lotus	48

CLASS H MODIFIED

1.	Harry Jones	Lotus-Fiat	166
2.	Chuck Gounis	Fiat-Crosley	129
3.	George Schillreff	SAAB	66
4.	F. Lindquist	SAAB	64
5.	Hugh Pryor	Sondra	61
6.	Bill Molle	Fairchild	55
7.	Don Miller	Miller	53
8.	Jack Sparks	Miller-Sparks	52

CLASS B PRODUCTION

1.	Tony Settember	Young-Corv.	68
2.	Vince Mayell	Mann-Corv.	48
3.	Buford Lane	Washburne-Corv.	37
4.	Dave McDonald	Steves-Corv.	32
5.	Bob Dickson	Corvette	31
6.	Bob Bondurant	Corvette	21

CLASS C PRODUCTION

1.	Peter Culkin	M-B 300 SL	63
2.	Gary Yonemoto	M-B 300 SL	44
3.	Hap Richardson	Jaguar	43
4.	Frank Saraga	Jaguar	19
5.	George Duncan	Jaguar	18

CLASS D PRODUCTION

1.	Jay Hills	Porsche C.	101
2.	Bob Windhorst	A. H. 100 S.	47
3.	E. Mendenhall	Porsche C.	46
4.	Ted Conrad	Porsche C.	40
6.	Pete Haywood	AC Bristol	37
6.	Frank Crane	AC Bristol	37

CLASS E PRODUCTION

1.	R.W. Kastner	TR-3	166
2.	Gary Beitel	Porsche	118
3.	Ken Hayes	Morgan	98
4.	Dan Stephens	A-H	96
5.	Roger Slowi	Morgan	89
6.	Bill Hinshaw	Porsche	84
6.	Hank Montonen	Porsche	84

CLASS F PRODUCTION

1.	Ed Barker	Porsche	205
2.	Ray Pickering	Elva	126
3.	Charles Gates	Porsche	106
4.	Steve Froines	Alfa-Romeo	96
5.	John Lumkin	MGA	90
6.	Chuck Kessinger	Alfa-Romeo	86

CLASS G PRODUCTION

1.	Bruce Augustus	Alfa Romeo	47
2.	Willie West	Alfa Romeo	38
3.	John English	Alfa Romeo	36
4.	Jim Fouch	Alfa Romeo	32

CLASS H PRODUCTION

1.	Paul Cunningham	Sprite	136
2.	David Grossman	Sprite	134
3.	Bill Young	Sprite	96
4.	Bob Bent	Sprite	76
5.	Dennis McCosh	Sprite	61
6.	Warner Welshans	Sprite	57

CLASS I PRODUCTION

1.	Hud Stephenson	Fiat-Abarth	110
2.	Dan Parkinson	Fiat-Abarth	33
3.	Don McCune	Fiat-Abarth	24
4	Frank Aldhous	Fiat-Abarth	21
5.	George Kendall	Fiat-Abarth	18

WOMEN - OVER 1600cc

1.	Ginny Simms	Corvette	75
2.	Barbara Windhorst	A-H100S	60
3.	Paula Murphy	A-H	30
4.	Gail Liebaert	Ferrari	29
5.	Audrey Edinger	Corvette	25

WOMEN - UNDER 1600cc

1.	Betty Shutes	Porsche RSK	116
2.	Joan Galloway	Lotus	98
3.	Prudence Baxter	Lotus	89
4.	Charlotte Duncan	Lotus	60
5.	Alice Warren	Alfa Romeo	48
6.	Shirley Reitz	Osca	31

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

You can certainly expect, in view of current headlines, that the Russian Moskvich car will get the soft sell in this country. Way back at Summit collapse time, a $350,000 ad campaign to help this phase of American-Russian friendship got cancelled.

Scuttlebutt is that you're not missing anything if you never do own a Russian Moskvich or Volga. Viewers of these two cars at New York's recent International Auto Show were said to be surprised at the crude workmanship in these imminent imports.

Floyd Clymer reports the sheet metal work lacks symmetry and the body work appeared as though it might have been executed by hand hammer or old style hard wooden forms. Radiator shutters used to regulate air through the radiator core were even hand operated.

More hep is Skoda, the iron curtain import via Czechoslovakia. Fred F. Sessler, president of Amsko Distributors, Inc., said recently in New York that a new car with an air-cooled rear engine is to be introduced next year.

★ ★

While still on a political kick, we've been trying to find space for months to let you know — in case you haven't already seen her in it — that Mrs. Roosevelt drives a Fiat. Undoubtedly as part of its newly stepped-up advertising campaign, Fiat in this area is featuring a radio ad with a veddy British mechanic named Beasely. They don't tell us how to spell it, but we can't help wonder what the local BMC people think of it. To further encourage its dealers, Hoffman Motors Corp., Fiat distributor for California, Arizona and Nevada, is offering top sales producers and their families two week trips to Europe.

Renault, Inc. officials are reminding their dealers that 61 per cent of families in California, Washington and Oregon will be vacationing in home territory this year and that the family car continues to be the favorite mode of transportation. (Seventy-eight per cent of western family vacationers plan to travel this way. Western families will drive an average of 1,849 miles and spend $761 on vacation this year.)

At least 600 of those long-promised Renault Caravelles and panel trucks have been landed at either the Port of Los Angeles, San Francisco or Seattle. The new Peugeot 404 is said to be a decided advance over the old 403 model. Sports Cars Illustrated in a recent issue goes into all the details for the mechanical engineering minded. First West Coast shipments have also been received of Volvo's new Standard family sports sedan.

Look who's saying what: Commenting on the one millionth Dauphine now making a coast-to-coast tour of the U.S., Jack C. Kent, general sales manager of Renault, Inc., says that scores of changes have been made in the Dauphine since the first model was produced, just four years ago. He promises that this Dauphine and its many "twins" now available here are "radically different" from the first models to come off the line.

Commenting on the "simple and unadorned" American automobiles that one can expect in the 1960's, Edward N. Cole, general manager of GM's Chevrolet division, has this to add: "Annual model changes will not involve massive and exotic changes but will consist generally of refinement." (We still like the Corvair even if the American public has not taken to it in Falcon-like droves.)

What you can do with a VW truck: Joseph Adamo, a young Los Angeles painter, has converted his into an artmobile. He's mounted a camper unit on it and is currently on a coast-to-coast tour of small communities. Inside is a mobile art exhibit and studio. Competition Motors, Hollywood VW distributor helped the artist convert the VW for his combined painting and culture spreading tour among the grass roots.

The Mae Murray Dance Studio credits a gaily-painted VW Kombi, used to for an increase in class attendance. Eight communters from Orinda, across pick up child and teen-aged students the Bay, to downtown San Francisco, have acquired a green VW bus to take them to and fro. They say its cheaper, faster and more convenient than the trip by public transportation.

All in the name of economy: Petroleum Week reports that the oil industry is unhappy about the demand for "economy" engines. Says the automakers want to accomplish it by getting oil refiners to step up octane ratings of regular gasoline. This, magazine gloomily reports, could cost the oil industry a cool billion in the next five years.

British Motor Corp. is cutting the price on its cars in the Swedish market by 10 per cent, but states that there will be no price cuts in Britain . . . Toyota has been awarded a contract to produce diesel trucks for the U.S. Army in the Far East. The ambitious Japanese manufacturer has also announced plans to sell its Toyopet through army PX's in Japan at 40 per cent below domestic (U.S.) prices.

Citroen, in France, is said to be threatening to beautify its 2 CV, dubbed by many as "the ugliest car in the world," for sale in the U.S. within two years. So far, what few of the angular cars with the canvas roofs that you see here, have been brought back by tourists. The car is noted in Europe for its simplicity and engineering innovations.

A puzzled wrecker truck driver has not been the same since he volunteered to push a car for a mile on an Indiana highway to help a stalled "motorist". It was not until then that the "motorist" admittd he didn't have a motor anywhere where a motor might be these days. He had been accepting shoves since Cleveland and hoped to keep right on until he reached Joliet, Ill. (There's a jail there.)

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• Vignettes

BY GUS V. VIGNOLLE

EUROPEAN ORGANIZERS SAVE ON STARTING $$

(Continued from Page 1)

life in a campaign that finds interest sagging..

But they didn't cut it, and now a lot of work lies ahead for the Scarabs if Reventlow is to field an entry in the US Grand Prix at Riverside in November.

Wonder, too, what Reventlow has to say about the big holler in Europe over the increasing practice of organizers to permit only the fastest 15 or so cars in practice to start in the actual race out of 20 or more invited to the event.

Philip A. Turner, who writes an excellent column in Britain's THE MOTOR, said clubs have adopted the scheme "for no other reason than to save themselves starting mony, for only the drivers that qualify are paid for the expense they have been put to in preparing the car and bringing it to the circuit."

And, of course, they're still talking about what the organizers did in the Holland GP at Zandvoort. They announced the practice times for the Scarabs and, since they just simply weren't going machines.

All of this was duly reported on the other side of the Atlantic.

Added Turner: "The effect of the so rapid Scarab lap given for **Chuck Daigh's** car would have been to include it among the favoured 15 at the expense of **von Trips'** Ferrari, a situation which pleased Ferrari team manager **Tavoni** not at all. The upshot of all these goings-on was that **Lance Reventlow** withdrew his cars from the race in disgust, and small wonder. One shudders to think what kind of impression the American team must now hold of Continental Grand Prix racing and the people who organize it, and surely nothing could be more disastrous than that this gallant venture should be abandoned and the team return to America convinced that it is impossible for outsiders to break into European Grand Prix racing. Should this occur, then it will be greatly to the detriment of the Grand Prix scene."

Lance May Have Interesting Say-So

Reventlow isn't one to hold back, and that is why, as we said in the opening line, we are curious about what the young man will have to say.

The organizers, by the way, planned to save some starting scratch in the Belgian Grand Prix by allowing only the 17 fastest cars in practice.

The Scarabs were entered in the British Grand Prix at Silverstone last week. There was quite a bit of fanfare in the British press ,and Britons were eagerly looking forward to lamping the new machines. This is all the more understandable when you consider the way the Coopers have been pulverizing the opposition.

Although the cars were entered, they did not compete, since they blew the engines in the French GP July 3. **John Cooper,** an admirer of the young driver-builder, offered Reventlow a factory Cooper, a spare car of last year's vintage.

Lance couldn't make it because of a cold, according to the wire services, but Chuck Daigh accepted. The car, however, was a DNF.

Why Scarabs Blew Up at Reims

MOTORACING's **Henry Manney** says the Scarabs blew up at Reims due to the rod bearing shells turning in the rod at high speeds. Fiended the crank and all that. Adds Le Manney:

"At any rate they have learned something at first hand which is valuable indeed. And Lance has learned that money can't buy everything, which is even more worthwhile.

"I do not know their future plans, besides getting a car ready for Riverside, as one report has it that he will immediately start on a car for the new formula, and the other says that he will stick to the old.

"Fat lot of good that will do him, as even the — ole Cooper Maseratis of Centro Sud were going quicker."

And, now, this is what was good to hear from our far-flung correspondent: "However surprisingly enough, perhaps because he is not such a big frog over here, most pople are sorry to see Reventlow go back and are glad that at least he made the effort."

All the reports we got were that LR got a fine hand wherever he went and was well-liked by the peasantry. He has grown up.

Neat Comment by Eleanor von Neumann

Eleanor von Neumann, who handles Ferrari here, had a fine trip to Europe with daughter **Josie,** the well-known driver. She took in Monaco and spent quite some time on businss at the factory. And she picked up a spanking new GT Ferrari to bat around in.

Eleanor told a wonderful story of how **Richie Ginther** was so anxious to team with his good friend, **Phil Hill,** in the 24-hour Le Mans classic.

But Manager Tavoni said: "No, I want Feel Heel to go with von Trips because they both speak English!"

"I wonder," asks Eleanor, "what language Richie speaks — Japanese?"

Richie, by the way, got the shaft from Ferrari at Reims (as well as Spa, for that matter) after doing a lot of the donkey work testing cars for them and all. This in no way is attributed to Eleanor von Neumann.

They gave a ride to **Willy Mairesse,** who is considered anything but a team man, in the GP cars both at Spa (which was to be expected, as the organizers insisted **Gendebien** drive for Yeoman Credit, and **Bianchi** in **Stan Ellsworth's** Cooper) and at Reims.

In spite of the fact that Mairesse wasn't terribly fast at Reims, everybody was giving him a wide berth.

Anyway, Richie was a pedestrian, but it wasn't even him that said that some important money had changed hands between Mairesse and Ferrari. And how do you like those Jonathans?

At least one of the Porsche team drivers at Le Mans allegedly paid for his ride, and it apparently is the normal thing, according to a former employe.

Reventlow offered Richie a ride, but the car blew up as pointed out above.

A Nice Shuffle by the Italians

Mr. Manney, who has great regard for the Italians for the way they treat any journalist who isn't Italian, tells of the dingbat types at Monza, who had a Formula Jr. race at which they took care of most of the foreign opposition by disqualifying the Lotuses . . . this on the grounds that the rear suspension was too low (even after oversize tires were fitted, one of the officials deflated them and then jumped on the rear suspension till it touched), and also a Lola on the ground that it made up weight by ballast, which it could have done by a steel tank, undertray, etc. But they wanted to get rid of the opposition, which they did. An Italian was first and second. "This," concludes Henry, "is a well known trick down there, from what I hear!"

EN FIN—With **Schissler** wearing the brass knucks at Riverside, don't be surprised if other people connected with the raceway are swept out, with a completely new clan taking over . . . And did you hear about the woman who went on a diet because her sports car was getting tight??? That was stolen from the Women's SCC Newsletter.

BOB HOLBERT gets the checkered flag from Jim Colvin as he flashes to victory line in the SCCA national championship sports car races at Continental Divide Raceway, near Denver, on July 17. The Warrington, Pa., driver won the 40-lap, 112-mile feature in a Porsche RSK. (Story and chart on Page 1).

Holbert

(Continued from Page 1)

pavement on turn 3: Donner went off on turn 5 along with Dr. Bob Paul, Rawlings, Wyo., RSK driver. Hall, Donner and Paul all got back into the fray, but now at the end of the 15 car field.

Bob Carnes' Bocar went into the pits completing lap one and Hap Sharp's Cooper Maserati developed an ingnition fire that put him out of the race

Holbert turned in laps of 2.12, 2.13, 2.14 consistently as he paced himself to avoid any chance of a spin or slip. Hall got back into the race after his first-lap stop and by lap eight was running two laps behind the leaders. The Bocar developed trouble again on lap 10.

At the halfway point of the 40 laps Holbert was 42 seconds out front of Donner and on the next lap he got the word from the pit to "ease up". On lap 23 Hall gave up with the big Maserati with reported rear suspension trouble.

From then on home it was just daring, but careful driving by the three front runners as Holbert justified his reputation as a Porsche pilot. Nearing the end he may have felt either pressure from Donner or he grooved the 10 turns of CDR as he turned in his best lap of 2.11:7 and then he coasted home in 2.15:5 to get the checkered flag.

Holbert reported no trouble in trimming his car to the 6,000 foot altitude of Castle Rock, and said his machine ran and responded well through the entire race.

Danny Collins, of Denver, gave away a 45-second lead on the 24th lap of the 30-lap secondary feature when his Corvette ran too low on gas to complete the race and then turned on an exhibition of skillful, during driving that added another jewel to his crown as "Corvette King" of CDR.

Collins gunned his Corvette into first place from the grid. He held against strong bids by Bob Johnson of Columbus, Ohio and Ray Rairdon of Seattle, Washington. By lap five Collins had set a 22.3 second lead which he stretched out to as much as 33 seconds in the 12th round.

Elvas dominated the modified G, H. and Formula Junior 20-lap event as Charlie Kolb, Silver Springs, Md., Bob Betts, Denver, and Steve Wendt, of Denver, took the first three places. Kolb and Betts battled through 20 laps with several changes of position, but it was Kolb, national point leader for class G modified, who got the flag at the end of the 56 miles.

Sunday CDR Summary

Production F, G, H. 30 laps—1. John Max Wolf, Porsche 1600N, 64.66mph; 2. Norm Miller, Porsche 1600N; 3. Ed Carsten, MGA. F, Wolf; G, Joyce Thompson, Alfa Romeo Giul; H, Don McCormick, Fiat Abarth.

Production B, C, D, E. 30 laps—1. Dan Collins, Corvette, 69.48mph; 2. Bob Johnson, Corvette; 3. Gene Kurland, AC Bristol. B, Collins; C, no entries; D, Kurland; E, Tony Polumbus, Alfa Remeo Veloce.

Modified G, H & FJr. 20 laps—Charles Kolb, Elva Mk. V, 67.93mph; 2. Bob Betts, Elva Mk. V; 3. Steve Wendt, Elva DKW. G, Kolb; H, Harry Jones, Lotus Fiat; FJr. Wendt.

New Action Due on Pellandini Ban

Suspended for one year by the Cal Club on charges his AC Bristol was not up to production standards, Rene Pellandini last week received information from the factory in England which he hoped would result in a further hearing of his case.

The factory letter indicated there was no piston infraction. It stated: "Taking into account the permissible machining tolerances on the various items affecting the height of the piston relative to the top face of the block — the crown of the 8.5 piston above the block can be anywhere between .6072 and .6342.

"The corresponding' dimension for the 9.5 piston lies between .7162 and and .7432."

The letter, in effect, means the factory has exonerated the AC and Morgan distributor and racing patron.

This and other information from the factory was in the hands of the Cal Club's Contest Board. The club's Board of Governors reviewed the ban and it is expected to issue a decision on the contest board's action.

ONE IS ENOUGH!

The Louisiana Senate has voted to make it a crime to have more than one illegitimate child.

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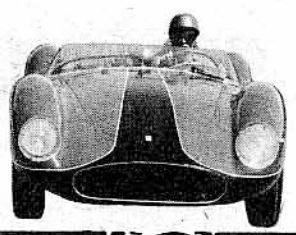

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THE OTHER NIGHT a bunch of us cats were sitting out on the patio at the Grand Prix talking to Eric Hauser, who has been rebuilding Ole Yeller Mk. I. The new car will be called the Larkin Hauser Lion Cage Special.

Eric wants to paint the car to look like a World War I fighter plane, but he has run into one problem. The car goes fast enough and is a dream to handle. It's not that. The problem is finding a Lewis gun to mount on the hood.

Eric will even settle for a brace of air-cooled Brownings.

Stock Cars

Between trips to the bar for cooling fruit juices, we got to talking about the fantastic lap speeds which NASCAR "stocks" have been turning in at places like Daytona and Darlington. John Christy told about talking to mechanic Smokey Unick, when he, Christy, that is, was editor of SCI.

"Smokey, just what **haven't** you done to that car?" he asked.

Unick scratches his chin in thought.

"Well, I'll tell you. I got a telegram from the factory the other day. It said, 'Please, Smokey, don't screw around with the roof!' "

Literary Note

The Government Printing Office has a new book off the presses, priced $3 the copy, entitled "Bibliography on Saliva."

We thought you might like to know.

We wouldn't exactly say that the tires on the Birdcage Sprite are treadless, but we can go into a four-wheel slide while standing still. When we start away from a stop light we have to throw sand under the back tires to get enough traction. We can spin the wheels in any gear and any speed. As a matter of fact, the tires are so slick that we can spin the wheels by hand, without jacking up the car.

It's fine if you want to learn how to drive a sprint car on glare ice. It leaves a bit to be desired when you hit a patch of water coming down Laurel Canyon flat out.

It's embarassing when you end up parked in someone's garage. Particularly when you don't know them. More so when the garage door wasn't open. Even more when there's a car already parked in the garage. With someone sitting in it? With two people in it, in the back seat? Like talk about blushing.

Reverse Decision

Jay Chamberlain spun the Formula Jr. Lotus so many times Saturday at Santa Maria that he now has his mechanics installing a swivel seat, so he can face either way. With an eight-speed gear gox, four forward and four reverse, he figures he's got it made.

Sideways still presents an unsolved problem.

Brabham

(Continued from Page 1)

Cooper-Climax and fought off a strong challenge by a newcomer to Grand Prix racing, John Surtees, the British motorcycle champion now seeking fame on four wheels.

Driving a Lotus, Surtees took second and averaged 107.4mph. Then came: 3. Innes Ireland, Lotus; 4. Bruce McLaren, Cooper Climax; 5. Tony Brooks, Cooper-Climax.

Phil Hill, Santa Monica, Calif., drove a factory Ferrari to 7th place, and Masten Gregory, Kansas City, was 14th in a Cooper-Maserati.

Lance Reventlow's new F1 Scarabs, which failed in earlier races, did not race, having been sent to the US. Chuck Daigh, Long Beach, Calif., one of the Scarab pilots, drove a Cooper, but retired on the 59th lap when the car developed engine trouble. His finishing position was listed as 19th.

Brabham was on the pole today after averaging 111.39mph yesterday.

French GP Follow Up

By HENRY N. MANNEY III
MOTORACING Staff Writer

REIMS, France, July 3—French Grand Prix Follow-up—

The 1960 version of France's Grand Prix on the highly dangerous Reims road circuit was won this year by World Champion Jack Brabham.

From flagfall Brabham leapt out in front but was straightaway involved in a thrilling battle with Phil Hill and Taffy von Trips (Ferraris) who had no intention of letting him go and took turns leading when not slipstreaming each other, with the Cooper pilot and Hill being ahead mostly. Behind them hurried the 17 other starters who split up into several bunches; Ireland (Lotus) diced with McLaren (Cooper) and Gendebien (Cooper) and behind them Henry Taylor (Cooper), Clark (Lotus), and Flockhart (Lotus) led a bunch of stragglers.

The BRM's of Bonnier and Gusney were in trouble early, losing a fourth and sixth place, from an ailment reported as valve springs but the former taking on more oil before they retired, while G. Hill's was damaged in a starting line shunt when the clutch would not free, Trintignant and Bianchi (Coopers) retiring also from crash damage. The new, sleeker Vanwall retired with oil leaking on the inboard rear brakes, which put past winner Brooks out and the Scarabs had not started due to wrecking all their engines in practice

As the race went on, the battle did not flag between Brabham and the two snarling Ferraris until th 29th lap when Hill slowed, then stopped at his pit. Two laps later Trips did likewise and new boy Mairesse, no ball of fire compared to spectator Ginther, had been out since 10 laps.

Brabham now promenaded, a minute and 25 secs. ahead of the next group which was then reduced by one when the end of Ireland's sway bar lost its support and he stopped to consult with Chapman.

Gendebien had been going hammer and tongs with McLaren since the beginning, whom he would do on acceleration after McLaren had passed him on top speed. Finally the New Zealander overbraked and shot up the escape road at Thillois (as had done most drivers that day) and the Le Mans winner got clean away for a well merited second place.

Brabham averaged 212.113kph, a new record, over the 50 laps and also wound up with the fastest tour of 2'17.5" which works out to something like 217.354kph in spite of Trips and Hill both bumping it up a couple of times. In fact, his pace was so rapid that the time of the Grand Prix was under the statutory two hours—a fact which should render it invalid as far as Championship points is concerned but probably won't.

There was also a Formula Junior race, at the not unrespectable average of 170.065kph on this flat-out circuit, which was won by Mike McKee (Lotus) from Tim Parnell in a similar car, with J. Love (Lola) third. Trevor Taylor won the first of the two heats in his Lotus and Peter Ashdown challenged in his Lola but McKee prevailed in the end even though Parnell made fastest lap. All mentioned were running Ford engines.

Flavio St. Germain PREDICTS - - -

- Owner-drivers of certain types of vehicles will band together and fight for allowable optional equipment for their cars.
- **A course will be opened just as close in as the L.A. Fairgrounds soon.**
- Cal Club is due for a rotation of personnel.
- **More rigid safety regulations will be enforced by both clubs regarding roll bars and seat belts.**
- If they hold a compact enduro at Riverside Raceway, it will draw more crowd than any race to date.
- **Women's Sports Car Club will get more credit for their work at race events. Well deserved.**
- SCCA will still have their cocktail parties while Cal Club will have their races and finally make money.
- Certain race courses will be restricted to under 2-liters.
- A third-rate fry cook will wind up in the booby-hatch!

Vaca Valley Race Chart

VACAVILLE, CALIF., JULY 10, 1960. COURSE — 2.1 MILES

CLASSES M3, M4, M5, M6 and M7 (modified cars over 1100cc. Elapsed Time — 59:54.6 min.; Avg. Speed — 82.173 mph; Fastest Lap — Connor, 1:28.2; Fastest Trap Speed — Hulette, 130 mph.

POS.	DRIVER	CAR	CLASS POSITION	LAPS COMPL.	TIME BEHIND LEADER
1	Jim Connor	Maserati	M5 - 1st	39	:39
2	Charles S. Howard	D-Jaguar	M6 - 1st	39	1:13
3	Emil Pardee	Porsche RSK	M3 - 1st	39	1:27
4	Ray Seher	Ferrari TR	M5 - 2nd	39	1:27
5	Dan Herman	Porsche	M4 - 1st	36	3L- :31
6	Chuck Cornett	Lotus LeMans	M3 - 2nd	25	14L- :58

DID NOT FINISH (numbers in parentheses indicate number of laps completed): Charles Parsons (2), Chuck Sargent (28), Gordie Glyer (22), Don Hulette (12).

WINNING DRIVER: Jim Connor, 27, a purchasing agent for a television firm, previously drove a Lister Corvette and a 3.5 Ferrari. He has raced for three years. He took first in Saturday's race #D.

Sunday Vaca Valley Summary. S1, S2, P1, P2, (under 1000cc) & M1, (modified under 850cc) 16 laps—1. David Rosefield, Sprite, 63mph; 2. George Snively, Sprite; 3. Robert Martindale, Fiat Albarth. P2, Rosefield; P1, Martindale; S2, Ron Dykes, Sprite.

S3, S4, P3 & P4 (1001-1600cc). 26 laps—1. Ted Conrad, Porsche Carr., 74.11mph 2. John Atkinson, Porsche; 3. Wyn Robertson, Porsche Super. P4, Conrad; P3, Don Burrows, Alfa Romeo Velice; S4, Kenneth Kahn, Porsche; S3, Jack Levine, Alfa Romeo Spyder.

M2 (modified 851-1100cc) plus all formula cars. 28 laps—1. Jay Chamberlain, Lotus FJr., 79.67mph; 2. Don Wester, Elva; 3. Jack Flaherty, BMC FJr. FJr., Chamberlain; M2, Wester.

S5, S6, S7, P5, P6 & P7 (over 1600cc). 27 laps—1. Wm. Sherwood, Corvette, 80.42mph; 2. Dave McDonald, Corvette; 3. Red Faris, Corvette. P7, Sherwood; P6, Peter Culkin, 300SL; P5, Kenneth Miller, AC Bristol; S6, Lewis Rattner, Daimler; S5, Chuck Tanland, Morgan.

HEARTBREAK!

"His heart quickened at the soft fragrance of her cheeks, BUT HER SHOES HID A SORRY CASE OF ATHLETE'S FOOT." — Ad Slogan.

RALLY CANCELLED

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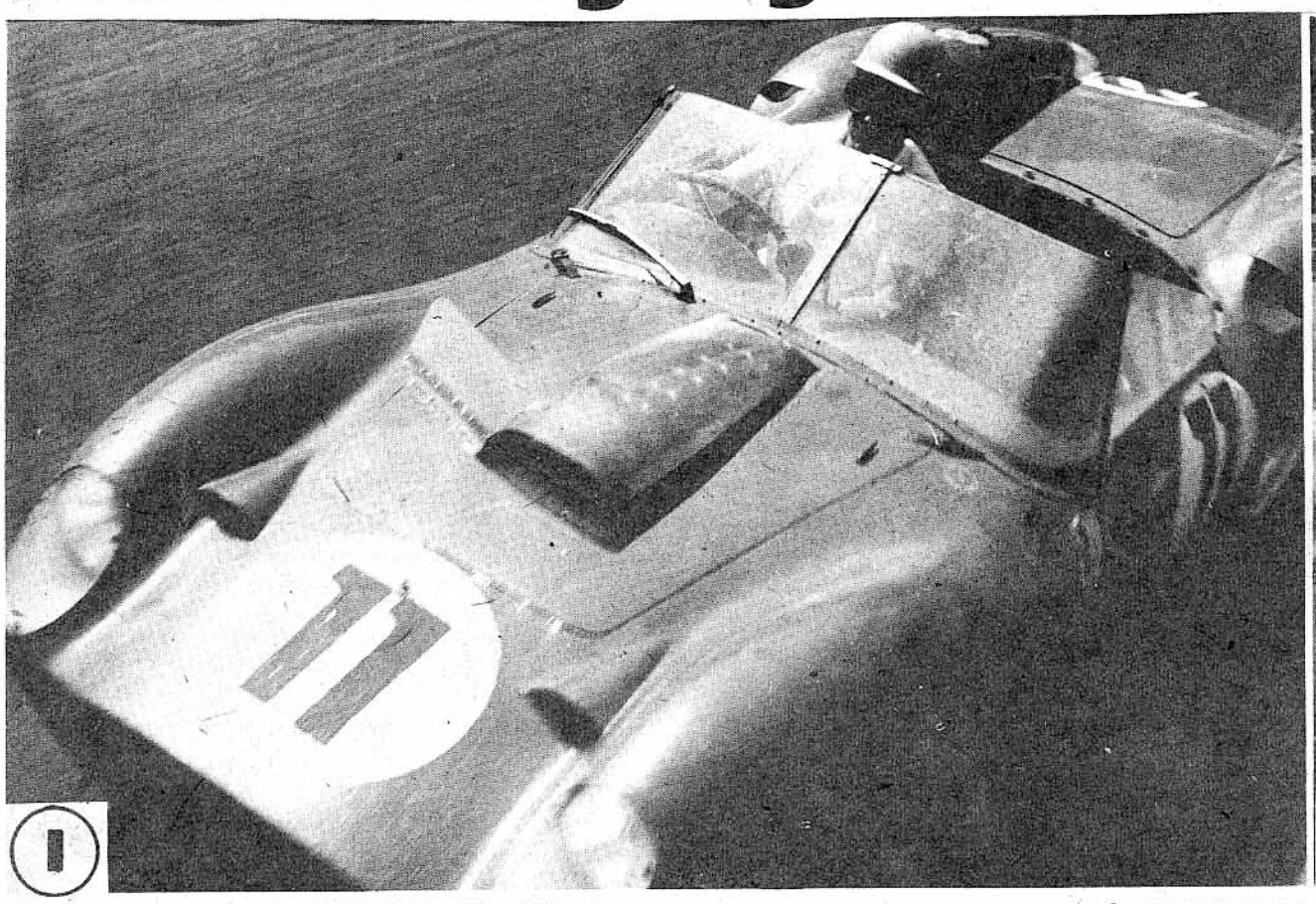
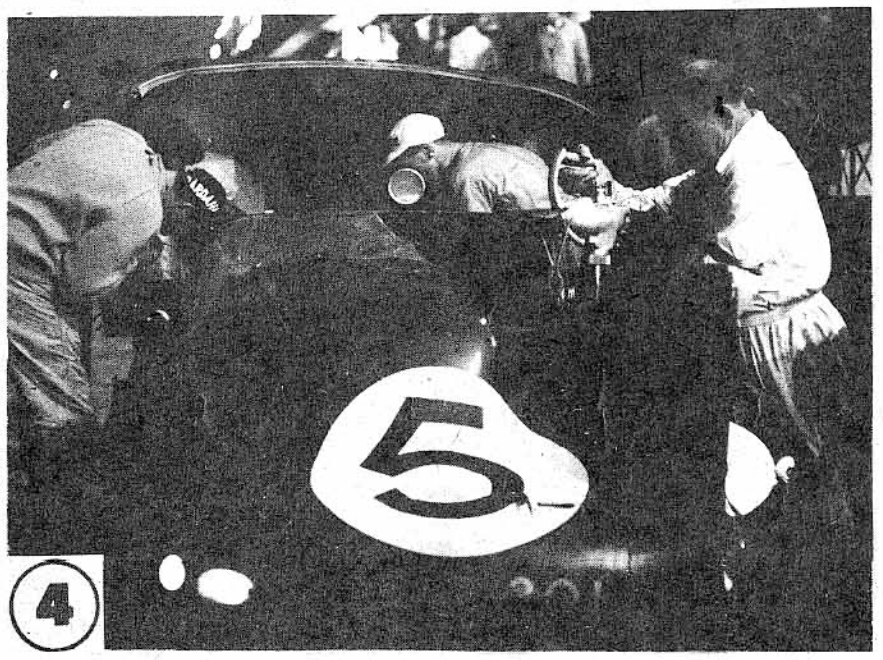
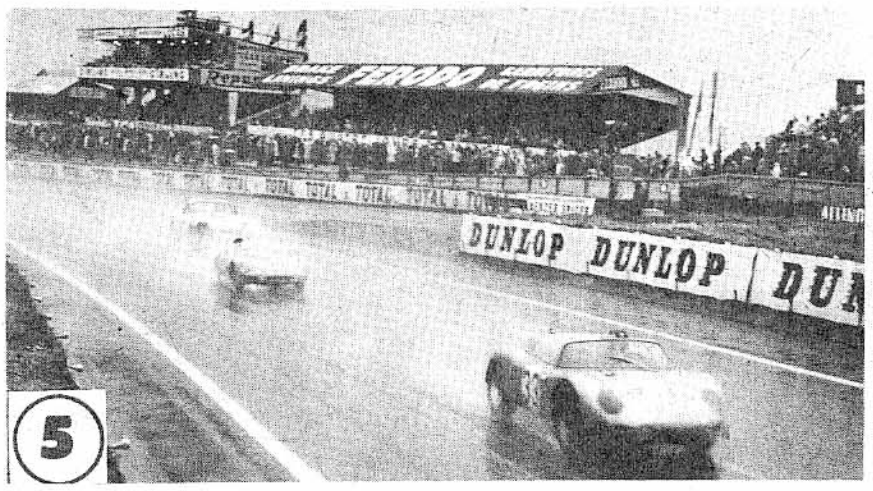
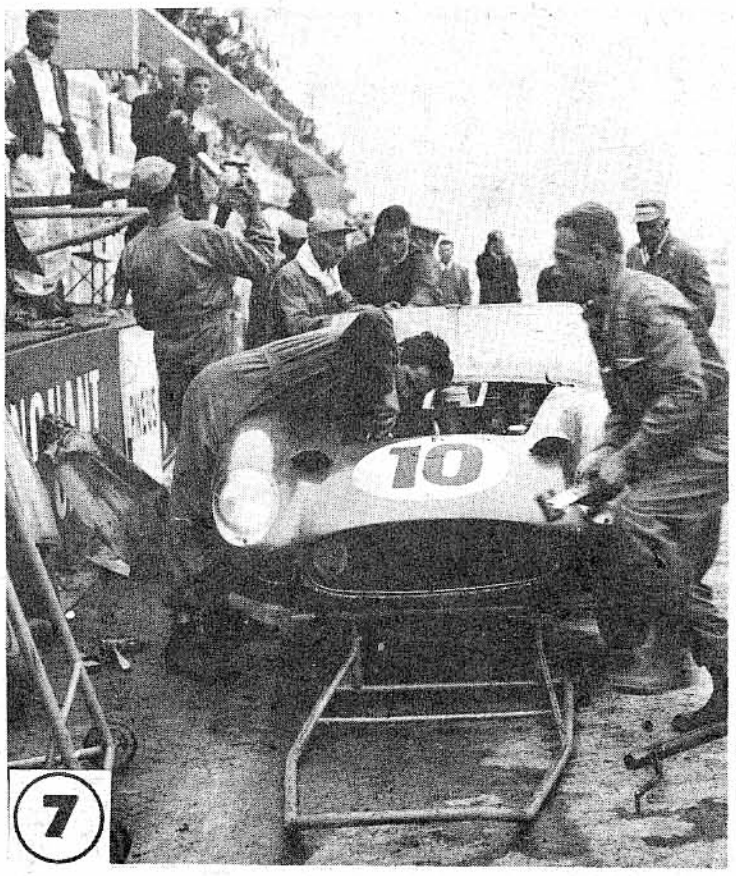
Pictorial Highlights of 24-Hr. Le Mans

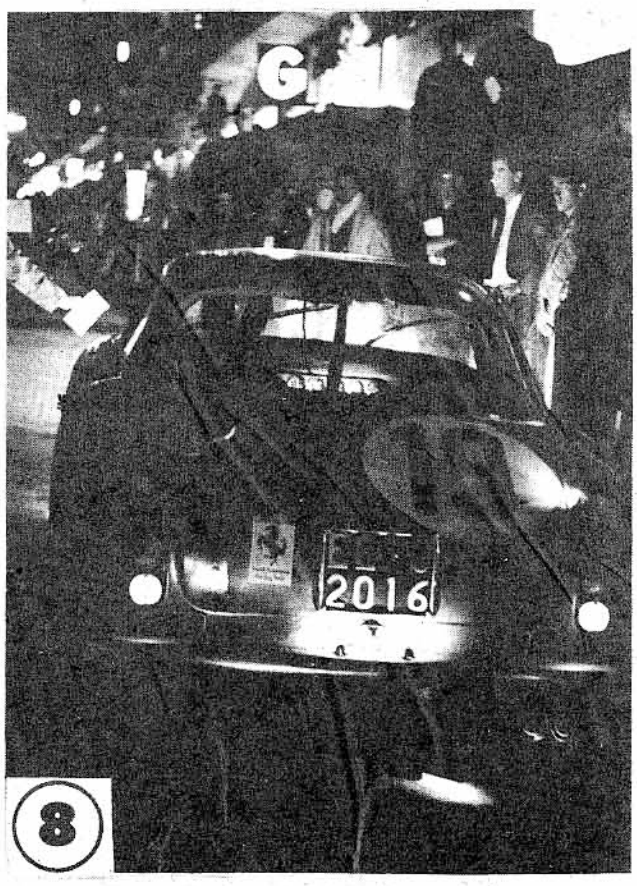


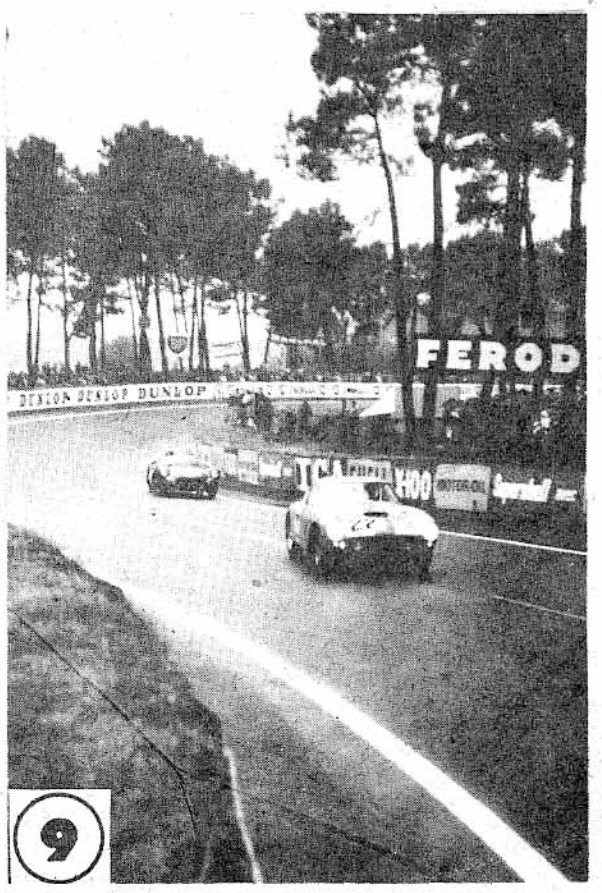
1. A relaxed Paul Frere booms the Ferrari on to victory (co-driver: Olivier Gendenbien); 2. And Ricardo Rodriguez (2nd with Andre Pilette) motors gently through the esses; 3. Index of Performance winner, the DB Panhard of Laureau-Armagnac; 4. "Wilkie" sees to night refueling of the always-dangerous D-Jaguar from Ecurie Ecosse; 5. It got wetter. Graham Hill couldn't see very much out of his works Porsche, but Laureau and Windridge's Corvette (following) could see even less; 6. In pursuit of Frere — but cautiously — are Flockhart's Jaguar, Whitehead's GT Ferrari and Ginther's sports Ferrari; 7. The Ferrari boys on the hop with Richie Ginther's car, out in the early morning without gears. Ginther is seen at extreme left; 8. In the dark of night, Hugus changes for Pabst (or vice versa) in one of the NART Ferraris; 9. Roy Salvadori, in the Aston Martin which took 3rd, is overtaking the Elde-Nob'et Ferrari GT. Jimmy Clark was teamed with Salvadori. (MOTORACING photos by Henry N. Manney III)











Rally Sparks

BY DUANE SPARKS

HONOLULU, July 18 — Thoughts while playing alligater* on the Beach at Waikiki - -`-

We really regretted missing SIERRA VII, Northrop SCC's July championship rally, but the opportunity to visit this bit of paradise was too good to resist.

Traffic, which is very heavy here, is dominated by the small foreign sedan of every imaginable marque and vintage. Joining the parade in the Toyopet Crown furnished to us by MOTOR IMPORTS for our use during our stay. we've managed to enjoy most of the points of interest.

Both racing and rally activity are rather quiet here, with rally contestants especially taking the whole thing lightly.

Eric Doescher of the ARMED SERVICES FOREIGN CAR CLUB reports that his group and the PORSCHE OWNERS' CLUB are the only ones offering navigational rallies on a regular monthly basis. Such refinements as counters, computers and WWV timing apparently haven't penetrated this far yet, but amazing as it may seem, they have just as much fun without them. There must be a moral there somewhere.

Eric has promised to send along results and calendar items for MOTORACING readers, so all you Howlis can plan your island vacations around the next rally here.

Dr. and Mrs. Tom Richert of Hawaii Speed Week fame report that their club, the ASSOCIATED SPORTS CAR CLUBS OF HAWAII, is primarily interested in racing, offering several meets each year, but also frequently indulging in gimmick events for fun.

It's easy to see why rallying has not developed to the extent we enjoy on the Mainland. There are comparatively few roads, the maximum posted speed is 45mph, and well, there are just too many other more fascinating things to do of a Sunday morning.

*---Girl watching, to you.

Out of the Horses Mouth

BY TED DAVIS of the Grand Prix Restaurant

Sportsman **Al Dean** announces he has signed **Parnelli Jones** to drive for him .. . The scam is that the **Lopez Mateos** administration is favorable toward resumption of the famed Panamerican Mexican road race. It may go again in 1961. The last Cortines administration was definitely anti-racing. The race was discontinued after the 1955 holocaust at Le Mans . . . Pat FitzGerald, the Vista, Calif., avocado grower, plans to drop a bigger mill in his Healey . . . **Art Peck** of NY, the CBS radio exec, was a visitor here every time he could break away from his heavy duties at the Democratic convention. He became a member of the Cal Club Grabbers . . Dolfin Engineering of El Cajon, Cailf., hopes to make up a racing team of **Ken Miles, Bob Drake** and **John Biehl** to drive their new Fl cars at the US GP in Riverside next November . . . First NASCAR stock car race at Riverside's half-mile oval was an artistic success but a financial flop. Bad lighting, poor publicity, etc. Drivers did a fine job under the conditions. A CRA sprint-car race was shelved until late next month . . . Jack Merrill is new prexy of the Bachelors SCC . . . Still no word from Geo. Holland on the Amer. Intl pro rally, but nobody looks for it to come off . . . Rumble is that a car mag will stage a pro rally this fall from Las Vegas to Reno and back . . . **Bob Drake** and **Cary Loften** are doing the stunt driving in a new sports car movie at Metro . . . That oil company has withdrawn its free movie library; reason—economy . . . **Skip Conklin,** the ex-Lotus pilot, is managing the arbay at Heavenly Valley Ski Area (the Hideaway), located at Bijou, South Lake Tahoe. He'd like the sports car clan going up there to drop in on him.

Calendar

CALENDAR
JULY

23-24—No. New Jersey SCCA races, Vineland, N.J.
23-24—Neoklahoma SCCA races, Muskogee, Okla.
23-24—Milwaukee SCCA Nat'l races, Meadowdale, Carpenterville, Ill.
23-24—USAC sports car races, Bridgehampton, N.Y.
24—SCC of British Columbia, endurance race, Westwood, B.C.
29-31—NE Pennsylvania SCCA Giant's Despair hillclimb and races
30-31—NW SCCA PCC races, Seafair, Shelton, Wash.
30-31—NE Ohio SCCA regional races.
30-31—Red River SCCA races, Bosier City, LA.
30-31—USAC Road America races (sports and F Jr. cars), Elkhart Lake, Wis.
31—Mallory Park race meeting (F 1, 2, sports car, gran turismo).
31—FIA Grand Prix of W. Germany (F 2).

AUGUST

1—Aintree race meeting (F I, sports and touring cars).
2—Brands Hatch race meeting (F 2, sports and touring cars).
6—Snetterton race meeting (F 1, 2, sports and touring cars).
6-7—Milwaukee SCCA races, Meadowdale, Carpenterville, Ill.
6-7—New York SCCA Nat'l races,
7—El Camino Foreign Car Club races, San Luis Obispo, Calif.
Montgomery.
13—USAC Formula libre races, Lime Rock, Conn.
13-14—San Francisco SCCA-RDC races, Cotati, Calif.
13-14—Chicago SCCA regional races.
14 Nebraska SCCA races, Grand Island, Neb.
14—SCC of British Columbia races, Westwood, B.C.
14—FIA Grand Prix of Portugal (F I) (World's driving championship).
15—Pescara Grand Prix (sports and gran turismo cars).
20—FIA Great Britain Tourist Trophy race (sports and gran turismo cars) (World championship of sports car manufacturers).
20-21—USAC races (Formula libre) Meadowdale, Carpentersville, Ill.
20-21—South Jersey SCCA races, Vineland, N.J.
20-21—Kentucky SCCA, Kentucky Derby Festival Nat'l races.

Slalom Column

BY DENNIS MCCOSH

The third Championship slalom of the year was put on, not by Garden Grove which couldn't obtain a lot, but by Hughes SCC, which has no such problem. This year's event by this club was better than its attempt last year—but not much.

The technical inspection did not improve at all in a year and was the poorest example of an inspection I've seen yet this year.

The autocross layout in the form of a croquet course was novel and interesting to run with no chance of getting lost. However, the course was extremely tight, and, contrary to section 3:07 of the slalom code, cars were allowed to run the course in different ways.

There were a few other code violations:

At least one car was allowed to run without rear seat and spare tire (2:05).

At least one woman was placed in a men's class (6:07).

The results do not show the make of car and show only the best time (7:00).

The $5 protest fee charged by the Hughes club is not provided for by the slalom code and is contrary to it because such a fee limits the right to protest granted by the Code (7:02).

It follows that the club putting on the worst championship event two years in a row would also be the first to charge over $3 ($3.50) for an entry fee. One event last year with approximately the same number of entries cleared approximately $150 with a $2.50 entry fee.

HUGHES RESULTS

CLASS A
W. Stone — PSCC 44.16
D. McCosh — PSCC 45.53
F. Murphy — PSCC 46.27
D. Dow — Lockheed 46.35
CLASS B
W. McMillan — So. Cal. MG 45.32
W. Reed — So Cal. MG 46.39
B. Kasmer — Los Viajeros 47.52
B. Adams — Orange Co. 48.62
CLASS C
R. Didier — RAM 46.17
L. McCormack — RAM 46.82
A. Balsitis — RAM 47.04
J. Heltsley — TROC 47.19
P. Miles — Imports Unan 47.76 (6th)
D. Tenney — PSCC 47.24 (5th)
CLASS D
W. Brown — PSCC 53.55
F. Riddle — Corv. So. Cal. 57.50
CLASSES E & F
D. Lehmann — ROCA 46.05
L. Ford — So. Bay FCCA 47.15
C. Suling — So. Bay FCCA 47.28
CLASS G
W. Morville — Valkommen 52.10
L. Belger 52.15
CLASS H
J. Olmar — VCSCC 47.09
L. Sherwin — ROCA 48.53
WOMEN A & B
P. Dolfen — So. Cal. MG 51.84
WOMEN C & D
M. Waters — RAM 49.63
P. Beck — Imports Unan 53.65

Carlisles

(Continued from Page 1)

the heels of their On Wisconsin rally victory.

Suzanne Huntermark and Bob Mollman were second with 23 points, while Ken and Connie Hybarger, T-Bird, were third with 29. The three-day event started at Belleville, Ill., and embraced 14 controls.

Championship Rally Results

NORTHROP SIERRA VII JULY 16 SCCSCC CHAMP BILL EICHELKRAUT R.M. 74

POS	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	BOB COOK	DAVE DAVIS	TRI-ANGLES	JAG	2.74
2.	TED SPARKS	DOTTIE CONROY	C.A.R.	SPRITE	2.91
3.	BILL RECTOR	GEORGE BLONDIN	ASTRO	SPRITE	5.02
4.	RON JONES	GEORGE TAYLOR	SDRC	ALFA	6.33
5.	DICK PEEPER	JURI LEETMA	HUGHES	PORSCHE	6.65
6.	BOB PIERCY	AL NESBITT	C.A.R.	ALFA	9.32
7.	BILL CHESTER	LIZ CHESTER	RALLYMASTERS	ALFA	9.69
8.	GERRY AARONS	DICK ANDERSON	SWSCC	PORSCHE	10.59
9.	DICK BUTLER	LORRAINE BUTLER	C.A.R.	PORSCHE	14.38
10.	ADRIENNE RYAN	JOHN RYAN	TRI-ANGLES	PORSCHE	15.06
11.	GWEN THIGPEN	RUTH PIERCY	C.A.R.	A-H	18.99
12.	BOB LAMBERT	ELIEN LAMBERT	SWSCC	A-H	21.83
13.	BOB COLE	TIP GRUVER	RALLYMASTERS	MG-TD	22.05
14.	JIM TRAUGHBER	FRANK HERMAN	RALLYMASTERS	TR3	22.80
15.	ROD STOIK	GENE MARTIN	GLENDALE	ELVA	24.50
16.	JIM KINGHAM	CLYDE THIGPEN	C.A.R.	MB-190SL	25.28
17.	GENE TRIMBLE	BILL BURKLIN	SPRITE	LA MIRADA	26.28
18.	O. SHIPSTEAD	J. J. WATKINS	LSCC	PORSCHE	26.55
19.	J. V. COWIE	P. SHEIDON	LSCC	PORSCHE	26.71
20.	DONNA HUSEBOE	DALE HUSEBOE	NONE	GHIA	27.06
21.	JERRY O'BRIEN	DON SIMPSON	RALLYMASTERS	PORSCHE	31.07
22.	D. HICKS	ISABEL HAAS	LSCC	MORGAN	33.26
23.	HAROLD GUESS	BETTY WARREN	MG-TF	MG-TF	36.89
24.	DICK ZWASCHKA	JOHN MOORE	SGVC-FCCA	PORSCHE	39.66
25.	BOB TARLTON	E. L. HEALY	ISCARA	A-H	45.45

Plaisted Cooper Thompson Victor

THOMPSON, Conn., July 17—The New York region SCCA races over this two-mile road racing course were highlighted by another record-breaking drive by the young Air Force pilot, Stutz Plaisted of Lynnfield Center, Mass., with his ex-Lance Reventlow Grand Prix Formula Two Cooper. He broke his race record of last May by about 2 miles per hour in averaging 70.1mph.' Ferrari - mounted Dean McCarthy of Syracuse, N.Y. finished a distant second, with Phillip Cade of Winchester, Mass. following into third place with his Maserati.

Harry Carter of Litchfield, Conn. won the Grand Prix Formula Junior race as he did in May, also setting a new record for this class with his Lotus. Although leading Carter for most of the race, Freddie Barrette of Danielson, Conn. finished second in his Stanguellini, while John Zeitler of Cromwell, Conn. was a close third with his Cooper-DKW.

The full field of over 160 cars

(Continued on Page 7)

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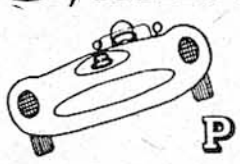
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Los Angeles, California

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Letters

(Continued from Page 2)

GET REAL CHEATERS

You asked for replies on the set-down of Rene Pellandini. Well, here goes!

I think it is very unjust to suspend him for that length of time. I know he didn't know what was in the car and wouldn't have run it if something was wrong. When you buy a used car, you don't tear it down to see what's in it. You usually wait until something goes wrong, then tear it down. Rene bought the car in good faith that it was Production and raced it in Production races. If he knew something had been wrong, I think he would have entered it Modified.

Tell me—Why aren't the real cheaters caught when they are torn down and why cheaters are looking for cheaters? Instead, this really innocent man who has done so much for racing here on the coast is set-down for a year.

If the other club recognizes this set-down, they are out of their minds!

DICK TODD
Pomona, Calif.

SPORTSMANSHIP!

I am writing regarding the Rene Pellandini-Ronnie Bucknum set-down by the Cal Club.

I am a production D class driver and have competed many times against the car in question. I cannot deny the fact that I often felt the above mentioned car was considerable faster than other AC Bristols I have raced against. However, I discounted the many times I have been beaten by this car, assuming the fact that the two very fine drivers who have driven it caused such catastrophes.

It is my sincere opinion that the action the Cal Club took against Mr. Bucknum and Mr. Pellandini was far too drastic. Both Ronnie and Rene, I believe, are the highest calibre people, and I feel that they are the finest competitors that could possibly be found on the race course.

After hearing of the set-down, I took it upon myself to inquire what the situation was all about. As I understand it, Mr. Pellandini informed one and all that he did not know the engine block had been modified, inasmuch as the car was purchased used, and because I believe in this man's honesty and integrity, I know, without a doubt in my mind, that there was no knowledge of the engine's block being milled. It certainly must be a blow to these two very fine men.

I did not write this letter feeling that it would harass anyone. I merely wanted to let everyone know how I personally felt.

J. C. HILLS II
Los Angeles 33

RAP OUT OF LINE

Noted with great interest your article on Rene Pellandini's suspension of one year by the Southern California lawmakers.....

I agree with you that the rap doesn't fit the cause. I've known Rene for years and would stake whatever reputation I may have that there has never been a more honorable sponsor-competitor, or greater sports car gentleman. ....

His contribution to the sport with great machinery and colorful drivers deserves more of a reward than the imposing of the "coup de grace"

JOSH HOGUE
Imported Car Editor,
San Francisco Chronicle
San Francisco

CHANCE FOR PORSCHES?

May I echo your comments on the Rene Pellandini suspension. He has consistently fielded a fine racing entry. Maybe it was because of his continued success in both class E and D that prompted complaints of his car alway being "not production." Maybe a suspension would give the Porsches and other makes a chance to win with Rene's entry absent? I say let's have Rene back in the running. His entries always make a good contest.

BOB SHERIDAN
Santa Ana, Calif.

STRICTLY LEGAL WEIGHT

According to your column, "Vignettes", there is some question as to the weight of our BMC Juniors. As designer of the car, I can assure you that except for the first race run with our just-completed prototype model when we were 12 pounds light, we have always been legal. In fact we have been well over the weight minimum of 792 pounds for under 1000cc Formula Junior cars.

As you know, the weight of a Formula Junior car is taken with oil and water aboard, but the gas tank empty.

At Laguna Seca recently, car number six weighted 804 pounds at tech inspection, and car number 66 weighted 806 pounds.

There are two reasons why we want to be at least 10 pounds over the minimum weight. First we want to be legal at tech inspections where the scales they have been using so far are open to question so far as accuracy is concerned. Putting one wheel at a time up on bathroom scales is a questionable technique even if the scales just happened to be dead accurate. Two; there is always the possibility that someone might challenge our weight immediately after a race where the loss of tire rubber might account for the loss of as much as three or four pounds.

Perhaps some of your readers, who may be building their own Formula Juniors, would save themselves a lot of trouble and some by considering these two points as they construct their cars.

Thank you for printing our side of this matter in your excellent racing publication.

JOE HUFFAKER
Director of Competition Dept.,
British Motor Car Distributors, Ltd.,
San Francisco

GREAT . . . BUT PROVINCIAL

. . . I couldn't agree with you more about those idiotic press releases. There is nothing more infuriating than an illiterate press release. One of the worst offenders I think, is --; but they really mean well.

. . . My only real complaint is that you are ever so provincial. Anything that happens east of the Rockies is in Freedomland to you; just like anything west of the Hudson (Hudson St., that is) is Disneyland to me. Like your coverage of the biggest Jr. race in the U.S. (Roosevelt). Surely it was worth a little more than that? I suppose you would lose sub scribers, not to mention advertisers, if you began making a play for us suckers on the Coast (East Coast, that is) . . . but you still do a damn fine job, in my biased estimation, that is.

Your latest offering is really grand, great, etc. Sometimes I wonder if I'm . . . oh, well, never mind. But I really did enjoy the No. 17 offerings.

NAME WITHHELD BY REQUEST
New York, N.Y.

PAYOLA NOTE

Your comments on Payola were very interesting. And that reminds me—are the San Francisco and Oakland sports car column writers on the Cal Club's payroll? Man, they have gone out for CSCC races up in this area—even for such a race as Santa Barbara, which is more So. Calif., than No. Calif. Maybe the Cal Club is picking up their hotel and food tabs. Maybe the local groups will wake up.

M. L. LUSKIN
San Francisco

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PITSVILLE

BY MARIE DIXON

CSCC - SANTA MARIA, CALIF.

The layout of the course at Santa Maria, Calif. was well-liked by the drivers but the loose gravel and the chuck holes in turn two were a matter of aggravation to all concerned.

Al Papp had worked for two weeks before the race getting the course into shape but the gravel kept coming out of the blacktop.

After the races were over on Sat. and everyone had gone home, Papp and co-race chairman, **Geo. Svihus** and **Dick Pharo** were on turn 2 trying to figure a way to change the turn or fix the hole.

It was finally decided to move turn 2 out but some work had to be done first. So, first thing Sun. Papp and his crew, including CSCC president Mich Michelmore working a flat shovel, were on the job.

After racing got underway, other problems arose with the track. Each driver was individually told about it and a lap was taken before every race to be assured each and everyone knew the exact location of the difficulty.

In practice Sat., **Paul Grubl** flipped his Panhard. The only real damage was a broken distributor which he replaced in time for his race.

Don Hulette did a thorough job of losing the tread off his right front tire. It was stripped clean to the core.

As a result of a drivers' meeting last June, with contest board and rules enforcement committee members, chief race judges and moderator Alan Fordney, all races on Sun. were lengthened. This meeting was very successful with almost 100 in attendance. Another one should take place right before or after Santa Barbara.

Carl Swanson had his new MGA twin-cam out but was limited to 6000 race weekend that the factory modi-rpm. He was informed right before fication to the head hadn't been done.

On Sun. **John Timanus** got into turn 1 too hot and flipped his Lotus FII when he hit the dirt sideways. Outside of having dirt in his eyes, ears, nose and mouth, John came out clean.

His roll bar, which was welded to the frame with a backbrace, wasn't damaged at all. The Lotus had a damaged De Dion tube, radius rods and a broken right front spindle.

Before the last Santa Barbara, **Frank Monise** put Weber cargs on his Lotus and has had nothing but troubles since. After finishing last in Sunday's race he decided to replace the old.

In Sunday's main, **Jim Chaffee** was blackflagged when his right front fender broke loose and started flapping around. He stopped, tore it off and continued the race.

No one would have ever guessed that the winner of th main both days was suffering with an acute case of ingrown toenails on both big toes.

Plaisted

(Continued from Page 6)

resulted in many close contests, outstanding of which was the win in the last lap of the E Production Class race by John Wright of Dumont, N. J. with his Porsche over Charlie Rainville of Coventry, R. I. with his Alfa Romeo, which was suffering from an inoperative clutch.

Corvette driver Dick Jalbert of North Providence, R. I. won over Bob Grossman of Nyack, N. Y., who drove a Ferrari, with the small Porsche of Chandler Lawrence of East Greenwich, R. I. a surprising third against a strong group of larger engined cars.

CORRECTION

The Fitch- Grossman and Lilley-Gambles Corvettes were 8th and 10th overall, but not 1st and 2nd in Gran Turismo at Le Mans as reported in the last issue. The GT winner was the Ferrari of Tavano-Loustel. The Corvettes were 5th & 6th in GT.

Ferraris of Arents Connell, Elde-Noblet and Hugus-Pabst were 2nd, 3rd and 4th in GT.

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